





## For Sale.

**MacEWEN, FRICKEL & Co.**  
VICTORIA EXCHANGE,  
ARE NOW LANDING  
DEVOES NONPAREIL KEROSINE  
OIL.  
—  
FAIRBANK'S SCALES.

COOKING STOVE.  
AGATE IRON FARE.  
WAFFLE IRONS.  
CASH AND PAPER BOXES.  
KEROSINE STUDY LAMPS.

CORNFLEA. HOMINY.  
Cracked WHEAT. Creamery SAUCE.  
Stuffed PEPPERS. MACKEREL.  
American HAMS and BACON.  
Pine YORK HAMS.

## WINES, &amp;c.

CHATEAU LA TOUR, plots & quart.  
FINE GRAVES.  
BREAKFAST CLARET.

SACON'S MANZANILLA & AMON.  
TILLADO.  
SACON'S OLD INVALID PORT.  
HUNT'S PORT.  
1 and 3-star HENNESSY'S BRANDY.  
COGNAC'S BRANDY.  
OLD BOURBON WHISKY.  
BURKE'S OLD IRISH WHISKY.  
KINAHAN'S LL WHISKY.  
ROYAL GLENDESK WHISKY.  
BOON'S OLD TOM GIN.  
JAMESON'S IRISH WHISKY.  
MARSALE.  
CHARTREUSE.  
MARASCHINO.  
CURAÇAO.

## TEA.

EXTRA  
CHOICEST NEW SEASON'S  
SOUGHONG,  
in 5 and 10 Catty Boxes.

OILMAN'S STORES,  
at the lowest possible prices  
FOR CASH.

MacEWEN, FRICKEL & Co.  
—  
Hongkong, July 1, 1885. 1105

## WASHING BOOKS.

(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, \$1 each.  
CHINA MAIL Office.

## To-day's Advertisements.

## WANTED.

THE ADVERTISER having a Comfortable  
FURNISHED RESIDENCE at Kow-  
loon, would be glad to MEET with a GEN-  
TLEMAN to live with him.

For Particulars, apply to  
"X. Y. Z."  
OFFICE OF THIS PAPER.  
Hongkong, July 20, 1885. 1218

THE CHINA SHIPPERS MUTUAL  
STEAM NAVIGATION COM-  
PANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship *Ching-shan* having arrived  
from the above Ports, Consignees of  
Cargo are hereby informed that their Goods  
are being landed at their risk into the  
Godowns of the Undersigned, at Wanchai,  
whence delivery may be obtained.  
No Claims will be admitted after the  
Goods have left the Godowns, and all  
Claims must be sent to the Office of  
the Undersigned, before Noon on the 27th  
Instant, or they will not be recognized.  
No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after  
the 27th Instant will be subject to rent.  
Optional Cargo will be forwarded under  
notice to the contrary be given before  
Noon To-day.

Bills of Lading will be countersigned by  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, July 20, 1885. 1211

## STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamships  
*Ortega*, *Interday* and *Frederic Merle*,  
from London, Antwerp and Bordeaux,  
in connection with the above Steamers,  
are hereby informed that their Goods  
with the exception of Opium, Treasure  
and Valuables, are being landed and stored  
at their risk at the Company's Godowns,  
whence delivery may be obtained imme-  
diately after landing.  
Bills of Lading will be countersigned by  
the Undersigned.  
Goods remaining unclaimed after Mon-  
day, the 27th July, at Noon, will be  
subject to rent, and landing charges at 1  
cent, per package per diem.  
All Claims must be sent in to me on or  
before the 30th July, or they will not be  
recognized.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, July 20, 1885. 1215

## To-day's Advertisements.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEROT POSTE FRANCAIS.

The Co.'s Steamship  
*Tamara*,  
Commandant PAUL, will  
be despatched for YOKO-  
HAMA TO-MORROW, the 21st Instant,  
at Noon.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, July 20, 1885. 1210

## UNION LINE.

FOR NAGASAKI.

The Steamship  
*Galley of Lorne*,  
Captain FOSBERY, will be  
despatched for the above  
Port TO-MORROW, the 21st Instant, at  
4 p.m.  
For Freight or Passage, apply to  
RUSSELL & Co.,  
Agents.  
Hongkong, July 20, 1885. 1216

## UNION LINE.

FOR YOKOHAMA.

The Steamship  
*Dorchester*,  
Captain PEREIRA, will be  
despatched for the above  
Port TO-MORROW, the 21st Instant, at  
4 p.m.  
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RUSSELL & Co.,  
Agents.  
Hongkong, July 20, 1885. 1217

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW-  
CHANG, TIENTSIN, HANKOW and  
Ports on the YANGTZE.)  
The Steamship  
*Hector*,  
Captain BATT, will be  
despatched for the above  
Port TO-MORROW, the 22nd Instant, at Day-  
light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, July 20, 1885. 1200

## FOR SHANGHAI

(Taking Cargo & Passengers at through rates  
for CHEFOO, TIENTSIN, NEW-  
CHANG, HANKOW and Ports on the  
YANGTZE.)  
The Steamship  
*Glenora*,  
Captain PARK, will be  
despatched for the above  
Port TO-MORROW, the 23rd Instant, at  
about the 23rd Instant.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, July 20, 1885. 1213

NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED.

FROM DATAVIA, SINGAPORE,  
AND SAIGON.

THE Company's S.S. *G. de Jacob* having  
arrived from the above Ports, Consignees of  
Cargo are hereby requested to  
send in their Bills of Lading to the Under-  
signed for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impounding the discharge will be at  
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JARDINE, MATHESON & Co.,  
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## SHIPPING.

ARRIVALS.

July 19, 1885.—

*Volga*, French steamer, 1,013, dt Temple,  
Yokohama July 12, Mails and General.  
—  
Messengers' Marriages.

*W. H. McNeil*, British ship, 1,400, T.  
O'Brien, Newcastle (N.S.W.), June 4, Coal.  
—  
Gibb, Lavinia & Co.

July 19.—

*Triton*, German steamer, 1,340, A. Blei-  
chen, Saigon July 15, Rice.—MELCHERS &  
Co.

*Fookang*, British steamer, from Wham-  
poa.  
—  
Signal, German steamer, from Macao.

*Esk*, British gun-vessel, from Canton.  
—  
Glencoe, British steamer, 1,901, Duke,  
Fookang July 17, Tea.—JARDINE, MATHE-  
SON & Co.

*Nabonne*, French steamer, 2,375, Macé,  
Marseilles June 7, Naples 9, Port Said 13,  
Suez 23, Aden 28, Colombo July 5, Singa-  
pore 11, and Saigon 16, Mails and General.  
—  
Messengers' Marriages.

*Concorde*, German steamer, 1,704, T. Hohl-  
mann, Toulon July 18, General.—WILSON  
& Co.

*Clarendon*, British steamer, from Wham-  
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July 20.—

*Indra*, British steamer, 1,536, H. Bat,  
Liverpool May 30, and Singapore July 14,  
General.—BUTTERFIELD & SWIRE.

*Ching Wo*, British steamer, 1,356, R. P.  
Macleod, London May 31, and Singapore  
July 14, General.—ARNHOLD, KARBURG &  
Co.

*Pine China Choo Kien*, British steamer,  
1,012, H. Lightwood, Bangkok July 13,  
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*Ching Wo*, British steamer, 1,35



It is said that the Admiralty pays £1 a month per ton for the vessels chartered from the P. & O. and Orient Companies, finding the coal and cost of alterations. It is estimated that the *Messia* and *Leontina* will cost £1,000,000 per annum.—*Inquirer & Commercial News*.

A SHORT TIME ago, it will be remembered, a report was published in the Home papers to the effect that the P. & O. steamer *Chusan*, and the *Garth Castle*, of Sir Donald Currie's line, had engaged in a race from Cape Finisterre to Plymouth, that the vessels kept abreast of each other almost the whole way, and were at one time so close as to enable the passengers on the different ships to make bets with each other, and that the *Garth Castle* ultimately shot away from the *Chusan*, and anchored in Plymouth Sound an hour and a quarter ahead of her. Captain Wyatt, of the *Chusan*, has now written to the *Times* to say that he, of course, did not know whether the *Garth Castle* was racing or not, but the steamer under his command certainly was not, for the simple reason, in the first place, she had no boiler shut off, and, secondly, was timed by a telegraphic dispatch from Gibraltar to arrive at Plymouth at 6 a.m. on Tuesday, which she did within fifteen minutes. He denies emphatically that the vessels were ever so near each other that he with a powerful glass could have recognised on board the other ship any person he knew, and he also mentions that racing either with his own steamers or those of any other company is strictly forbidden by his Directors.

The fact that the *Journal de St. Petersburg* has been so careful to assert that the movements of the Russian troops which were reported a few days ago to be re-inforcing Sarakhs, have no importance, may be taken as conclusive proof that the movements have a considerable significance, especially when it is remembered that almost within a few hours of the announcement that reinforcements continue to arrive at Sarakhs, and that in consequence the Boundary Commission proceeded to Herat, it is intimated that the Russian Government now wishes the delimitation of the Afghan Frontier enquiry to be transferred from London to the Frontier. All this looks very suspicious, and drives one to the conclusion that the Russ is aiming at taking another man advantage of the long-suffering Briton. It may be, as the *Journal* says, that the movements are without importance, and that the newly arrived troops are not re-inforcements at all, but simply reliefs for the harassed men, who, according to one of our Indian telegrams, have been engaged, like sappers on a siege, keeping up the face of marching out from Akabad and Sarakhs and back again in an altered dress, so as to make it appear that there were numerous regiments where there was only one. But it seems more probable that Russia has recognised that this procedure is not worthy of a large military nation like herself, and has decided to supply the reality for the appearance. It is clearly evident she intends to make such a demonstration of force as not only to try to overawe the Afghans, but to nullify the work of the Commission.

**KWANGTUNG INUNDATION FUND.**  
Comtee. F. Somerville, £ 5  
L. H. H. Smith, 5  
G. A. C. 10  
Tsang King, 25  
Employees of Lee Yuen Sugar, 25  
Refinery, per A. Johnston, 10  
Dr. McFarlane, 5  
John Brown, 5  
John Galbraith, 5  
John Patterson, 5  
H. O. B., R.N., 5  
The Officers, the 'Buffs', 64

ON account of the peace between France and China, the men-of-war of the former power composing the squadron of the Far East are to be detached to other stations. The cruiser *Robert* and the gunboat *Lynx* are to join the fleet of Rear Admiral Finau in the Pacific station.—*Strait Times*.

THE Chief Commissioner is still in Rangoon, and actively engaged in pushing on the defenses of the port. These, so far as they go, are in a tolerably forward state, and are being proceeded with with every possible despatch. The Chief Commissioner, the General Commanding, Colonel Lang, and other officials pay frequent visits of inspection to the scene of the defensive operations in Chokri Reach, and there is every reason to be satisfied with the speed with which the work is being carried on. The first line of defense at Battery Point are in position, and will be tried at an early date.—*Rangoon Gazette*.

With reference to the attack by the Annamites upon General Courcy at Hue, telegraphic news of which reached here on the 7th inst., the *Singapore* of the 12th says—

It has been rumored at Saigon since the day before yesterday that General de Courcy, who arrived at Hue in the beginning of the month, immediately sent to Tonquin for reinforcements of twelve hundred men; that the citadel of Hue was bombarded and taken on the 6th or 6th July; and that the King of Annam, the Court, the Regents, the Ministers, and all the high dignitaries were in flight. We publish this news with all reserve, for we are assured that no telegram to this effect has been received by the Governor of Cochinchina from the General commanding-in-chief.

It is intimated that the Shah had two vessels built in Europe for the purpose of patrolling the Persian Gulf. One of these, it is reported, has arrived at Bushra, and the second one is expected shortly. *Ned*, writes a correspondent, is the proper time for slave-trading along the Arabian coast, but commanders of war ships seem to prefer the ease and luxury of Bombay,

Colombo, &c. to the unpleasant, but profitable and humane duty of slave-catching. Disasters from *fanatical* and *passing* Muslim daily, but no signs of a man-of-war to search them.—*Pioneer*.

**Tax Bombay Gazette**, writing immediately after the late disastrous cyclone in the Gulf of Aden, says:—The interruption in the Eastern Telegraph Company's cable continues. A good deal of uncertainty exists as to the cause of the accident. Both cables have been severed, although they lie six miles apart and at a depth of eight hundred fathoms, and the severance was at parallel points and simultaneous, or at any rate within an hour and a half. The fact that the mishap occurred on the day of the cyclone, and within the area affected by it, would seem at first sight to encourage the theory that the cause in to be sought for in that disturbance. But it has hitherto been believed that cyclonic action does not reach beyond a depth of about twenty fathoms, and all experience is opposed to the possibility of a cable at a depth of eight hundred fathoms being injured by even the most violent cyclone. The simultaneous severance of two cables at the same distance may at first sight suggest the possibility that the hand of man has been at work. But whoever starts that theory will have to overcome the overwhelming improbability of a Russian cruiser being able in a cyclone to pick up cables which the staff of a telegraph ship have been some days fruitlessly endeavoring to grapple. We are thrown back, therefore, on the possibility of volcanic action, or perhaps the cause of mischief—an explanation which may perhaps seem defective, but which is more convincing than any which puts it down to the cyclone, and which is certainly easier to accept than any which attributes it to the base designs of a Russian—capable though they are of many things—to cut off the communication between England and India.

#### THE OPENING OF THE MNN RIVER.

We have been favoured with a copy of a telegram despatched by the Chairman of the Funchow Chamber of Commerce to the British Minister at Peking, on the 12th instant, which we trust will receive a speedy and favourable answer:—

"Sharp Peak anchorage found unsafe; no holding ground. Steamers and cargo boats in danger from typhoons, also longed. Return to Pagoda anchorage earnestly desired by Insurance companies and entire community."

#### THE NEW FRANCHISE IN MAURITIUS.

ALTHOUGH there is little likelihood that the Franchise, even in a modified form, will make great strides in this Imperial naval station, or convenient Crown Colony, it may nevertheless be interesting to note the advances made in the Colonial franchise in other possessions of Great Britain. We have already heard something of the extension of that privilege of citizenship in the Colony of Mauritius, where Sir John Pope Hennessy, of unhappy memory, represents the Imperial Government. By the present mail we have received *The Merchants and Planters Gazette*, in which is reproduced a despatch from the Secretary of State for the Colonies, dated 4th May last, dealing at length with the question of the electoral franchise. This document is all the more interesting when it is remembered how rapid has been the development of this branch of reform. It has, however, its shady side, especially when the native element has to be considered. In Hongkong, many European residents hang back in expressing their desire for a more popular form of Government here, because of the possibility of being swamped by the Chinese residents. There is a grain of justification for this fear: but it must, at the same time, be borne in mind that certain safeguards and restrictions can be raised to prevent the calamity of the governing race being swamped numerically by the race that is governed. In this Colony, where the reaction of the neighbouring Empire is likely to prove so very powerful, the necessity for such restrictions is much greater than it can be in Mauritius. But to return to the Mauritian franchise.

Lord Derby's despatch professes to be a general review of the whole question based upon the consideration of various documents—reports, despatches, dissent, returns, and so forth—which he has received. He suggests, therefore, that his despatch may form the subject of discussion by the Council of Government before effect be given to the change in the constitution of the Colony. Indeed, the Secretary of State is of opinion that the proposed basis of the franchise was, if anything, too narrow. He writes:—

"In order, therefore, to give a fair and equitable franchise to the middle class, and especially to the large class of Indians, who as the purchasers or mortgagees of land, have acquired a permanent interest in the well-being of the Colony, it appears to me that a more liberal franchise is required than that which has been advocated by the majority of the Commission; and, subject to any objections which you and the Council of Government may have to advance, I am prepared to adopt the following qualifications which were proposed by Dr. Beaumont and supported by a minority of the Commission, viz:—

- (1) Ownership of immovable property of an annual value of Rs. 300 or a monthly value of Rs. 25.
- (2) Ownership of moveable property of the value of Rs. 3,000.
- (3) Payment of a monthly rent of Rs. 25.
- (4) Receipt of a monthly salary of Rs. 25.
- (5) To which I propose to add (5) payment of licenses for the purpose of not less than Rs. 300 per annum.
- (6) I have no objection to the inclusion of the husbands of wives and the eldest sons of widows possessing either of the property or rent-paying qualifications.

Further on in the despatch, when referring to the test supplied by education, the Secretary of State writes:—

"As regards an educational test, I consider that the circumstances of Mauritius

make it desirable that persons unable to read or write should not be admitted to the franchise; but it would not, in my opinion, be just to the Indian population to require them to be able to read or write in any other than their own language as a condition of being registered as voters.

This attitude of Lord Derby seems to clash in a marked way with the long adopted regarding the question of salary overpaid, or wrongly paid, to Sir F. N. Broome. Probably this honoied despatch has been constructed with the object of allaying the irritation caused by the Broome episode. Be this as it may, Governor Hennessy, we are informed, took up a most statesman-like position on the 2nd June, when, laying on the table of the Legislature the recent despatch of the Earl of Derby on the reform question. His Excellency said that 'he had hitherto refrained from giving advice upon the proposed change in the constitution; that now, after two years' residence amongst the Mauritians, he experienced no hesitation; and he ventured to advise the Council to adopt the view of Lord Derby. This was practically accomplished, after some skirmishing, the final resolution suggesting a slight modification on the original proposal as to the formation of the Council. The newspaper report thus describes the close of the discussion:—

Mr. Antelme next moved the following resolution: 'While accepting the Franchise approved by the Secretary of State, I move that this Council do record their opinion that if Her Majesty's Government would consent to grant a Council of 9 electors, one for each of the nine districts and three nominated unofficial members, such a Council would be much better suited to the requirements of the Colony and would be gratefully accepted by this Council and by the community in general.' This on the suggestion of Sir V. Nair was modified by asking for a Legislature composed of 28 members—14 official and 14 unofficial; of the latter four to be nominated by the Governor, and ten to be elected, two for Port Louis, and one for each of the eight country districts.

This was unanimously agreed to; and after some proposals and discussion had taken place on points of secondary importance, the Governor observed that what he had hardly hoped for—entire unanimity on all the main questions—had really come to pass; and he complimented Mr. Antelme, the senior unofficial member, for having, by his last motion, united himself with the entire Council.

#### THE MERCHANTS AND PLANTERS GAZETTE.

Commenting upon this satisfactory settlement, says:—'We hope to have soon a popular and useful system of self-government which we feel assured will not prove despotic, bureaucratic or oligarchic, but one wholly suited to our aspirations and wants.' Of the truth of this, time will tell, and it will be interesting to watch the experiment made in Mauritius.

#### Bangkok.

(From our Correspondent.)

Bangkok, 11th July 1885.

Dr. Gowan, Physician to H. M. the King, left here by the Government steamer *Royal Sovereign*, on the 9th ult., to go in the mail steamer for England, whence he proceeds on leave, after a long residence in Bangkok. He has taken with him four of the young Princes, who have been confided to his care by H. M., in order to arrange for their education in England.

Tides have been exceptionally low here for some weeks back, and vessels consequently experience great difficulty in crossing the bar. There is a strong westerly wind and heavy sea on, which makes it very uncomfortable for vessels unfortunate enough to stick. There are at present seven vessels on the bar. The Hongkong steamers *Taihow* and *Phra Chao* were also delayed for several days, and the Singapore steamer *S. S. Sary Wongse*.

I regret to announce the death of Mr. G. H. Douglas, late Manager of the Dock Company here. The deceased gentleman had been suffering from an internal complaint for some time and was ordered to Singapore for a change, but gradually got worse and died there on the last inst.

Vessels at present in dock.—Government *P. S. Apollo*, *S. S. Torpedo* and *S. S. P. trion*.

#### CORRESPONDENCE.

##### THE SICKNESS AMONG OUR TROOPS.

To the Editor of the 'CHINA MAIL.'

Sir,—I think you would do the State, or rather the Colony, good service, by writing an article on the 'Praya Wall,' and the evil effects resulting from its non-extension from the Bath House to the Blue Buildings. There is no doubt that the unhealthiness of the barracks and the present unsatisfactory condition of the military cantonment is due to the amount of excrement matter deposited in front of the above line, along the foreshore. The present state of the Bath at low water is itself a scandal, but the present state of affairs is due to the obstructiveness of the military and naval authorities themselves.

#### POLICE INTELLIGENCE.

(Before E. Mackay, Esq.)

Monday, July 20.

A DOUBT LARVY. Leong A. J., a boatman, was charged with stealing a small boat, value \$5, the property of Yau An, a caulker, on the 10th inst. Complaint had been made to the Police, and the boat was found in the possession of the defendant. He was committed to the Police, and a warrant was issued for his arrest. He was found in the possession of the boat, and a warrant was issued for his arrest. He was found in the possession of the boat, and a warrant was issued for his arrest.

Two previous convictions were proved against the prisoner, and he was sentenced to six months' hard labour. The same prisoner was then charged with stealing 360 lbs. of pig iron, value \$28.50, the property of Messrs Jardine Matheson & Co. on the 19th inst. Li Akai, a watchman employed by Messrs Jardine Matheson & Co. at East Point, saw the defendant in the compound at 2.50 yesterday morning. He was engaged in moving some iron from the compound into a cart. The watchman blew his whistle for the police. The defendant jumped into the water and escaped, but was afterwards brought back by P.C. 315, and was identified him.

#### ON THE PROGRESSIVE MOTION OF TYPHOONS IN 1884.

The following Report, by the Government Astronomer, on the 'Progressive Motion of Typhoons in 1884,' is published for general information in the *Gazette*:—

Hongkong is situated in the region of the trades, and the winds are greatly affected by the neighbouring continents, principally by the immense Asiatic mainland, but to some extent also by Australia. The influence of which in the cause of the monsoons. Thus we find, that although the 'average direction of the wind here is E. a direction to some extent caused by the trend of the coast,—it still exhibits a regular annual variation.

The air is impelled from a region where the barometric pressure is higher, towards one where it is lower, its motion being, however, deflected towards the right in the northern hemisphere, owing to the rotation of the earth. In winter, when the pressure is high over China and low over Northern Australia, E. or N.E. winds blow almost without interruption over the China Sea. In spring, when the barometer is falling over Southern Asia, the direction of the winds varies from E. to S.W., and about midsummer the lowest pressure lies over Central Asia and a high pressure over Australia. In autumn the direction of the wind blows by degrees to N.E.

The S.W. monsoon does not, however, blow so steadily as the N.E. monsoon, possibly because the summer area of low pressure is not so regular as the winter area of high pressure in Asia, and the Easterly trade wind, supported by the—at that season—comparatively high pressure over the winter area of high pressure over the North Pacific, intrudes upon it in midsummer. It is explained in the 'Annual Weather Report for 1884,' how the changes in the height of the barometer—increased with the latitude. North of Hongkong the barometric pressure is subject to much greater changes than south of it. In consequence the E. wind in winter increases in force with a rising barometer, and the S. W. wind in summer increases in force with a falling barometer, except in the presence of a typhoon.

During the winter season depressions originate within the area of Asia, which is covered by the high pressure, and pass Eastward. These are analogous to the depressions, which originate in Nebraska and cross the Atlantic, and which also have their maximum area of low pressure in winter. These depressions lie outside the field of our investigations, and will no doubt continue to have the attention of the Observers in the North of China.

The typhoons appear to have their origin E. or S.E. of the Philippines in the region of low pressure, and pass in two high-pressure areas in the North Pacific and in Australia. Their paths are determined according to the law, first enunciated by the Rev. Clement Ley, according to which an atmospheric depression moves so as to keep the high pressure on its right. This law was originally proved only in the case of depressions in the neighbourhood of the United Kingdom, but it applies equally to the typhoons. Now the application of this law would greatly facilitate forecasts concerning the progress of a typhoon, if the telegraphic information were sufficient to give a correct idea of the position and shape of the area of high pressure, as it is known that these are subject to comparatively little change.

Typhoons may be divided into three classes according to the paths which they generally follow. No doubt abnormal instances will occasionally present themselves, in China as well as in other countries, but probably they will be of rare occurrence. The first class of typhoons is that which is usually occupying the attention of Government, and hints of the possibility of Hongkong being reconquered by our forces.

THE BOMBAY GAZETTE AS INDIAN SECRETARY. London, 29th June.—The *Standard* in a leading article announces that the Government are seriously considering the possibility of Hongkong being reconquered by our forces. The *Standard* says that the Government are seriously considering the possibility of Hongkong being reconquered by our forces. The *Standard* says that the Government are seriously considering the possibility of Hongkong being reconquered by our forces.

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#### NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer *Melbourne*, with the London Mail of the 6th June, arrived here yesterday morning, six days behind her due date. She was delayed by the block in the Suez Canal. She left Aden, with the mail of the 12th June. From Ceylon and Rangoon papers we extract the following telegrams:—

#### THE BOUNDARY COMMISSION.

Madras, 29th June, 1885.—The Boundary Commission of the Government of India, under the direction of the Government of India, is now in the process of settling the boundary between the British and French possessions in the North of China.

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Fokien and Kiangai: 10 miles an hour. About Shanghai: 12 miles an hour. In Northern China: 23 miles an hour. About Japan: 19 miles an hour. In the Sea of Japan: 30 miles an hour.

#### NOTES BY THE FRENCH MAIL.

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officers taken to the Army generally. The Prime Minister of Nepal is desirous of facilitating recruiting for the proposed levies. His Highness is recruiting has been carried on by stealth. Gorkhas sepoys returning after furlough from Nepal to India were so beset by difficulties that numbers of them preferred to spend their leave within British territory, rather than risk the chance of never being allowed to return.

Lahore, June 30.—Byo-witnesses describe the state of affairs at Rindli and Bolan as terrible. Cholera and heat doing great havoc among the coolies and staff employed in those parts. Cholera of epidemic character has been carried on by stealth. Gorkhas sepoys returning after furlough from Nepal to India were so beset by difficulties that numbers of them preferred to spend their leave within British territory, rather than risk the chance of never being allowed to return.

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### Hongkong Rates of Postage.

## Merchant Vessels in Hongkong Harbour.

Vessel Name.	Capacity.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Owners or Agents.	Destination.	Remarks.
Steamers								
Asia.	3	Foretmann.	Ger.	str.	900	July 13	Melchers & Co.	Saigon
Canton.	3	Balbario.	Brit.	str.	1101	July 11	Gibb, Livingston & Co.	
Caenpedi.	5	Fraser.	Brit.	str.	1924	July 11	Russell & Co.	
Ching Wo.	5	Maehagh.	Brit.	str.	1559	July 9	Arnold, Karberg & Co.	Shanghai
City of New York.	3	McNair.	Amer.	str.	3126	July 16	M. S. S. Co.	To-morrow
Cloverdon.	5	Perrier.	Brit.	str.	1116	July 11	Edmund, Bell & Co.	Y'ham & San Francisco 23rd inst.
Devonshire.	3	Curvis.	Brit.	str.	1513	July 11	Russell & Co.	Yokohama
Don Juan.	5	Marquez.	Span.	str.	654	July 19	Brandao & Co.	To-day
Douglas.	5	Young.	Brit.	str.	982	July 19	Douglas Steamship Co.	Ocean Ports
Energia.	5	Torbeck.	Brit.	str.	2063	July 19	Senior Naval Officer.	Canton Dock
Enx.	2	Longley.	Brit.	str.	1675	July 14	Edmund, Bell & Co.	Yokohama
G. & J. Hall.	3	Chessell.	Brit.	str.	1436	July 19	Edmund, Bell & Co.	To-morrow
Galley of Lema.	7	Pomroy.	Brit.	str.	1380	July 18	Russell & Co.	To-day
Hector.	5	Bakt.	Brit.	str.	1636	July 20	Butterfield & Swire	Nagasaki
Marie.	5	Hohlmann.	Ger.	str.	704	July 20	Wiel & Co.	
Melbourne.	5	Macq.	Feh.	str.	3375	July 19	Messageries Maritimes	Shanghai
Mermaid.	2	Dogert.	Brit.	str.	1415	July 19	P. & O. S. N. Co.	Bombay
Mount Vernon.	3	Maxwell.	Brit.	str.	1555	July 19	Edmund, Bell & Co.	24th inst.
Oxfordshire.	3	Jones.	Brit.	str.	998	July 19	Russell & Co.	23rd inst.
Phra Chulachom Klao.	2	Lightwood.	Brit.	str.	1011	July 20	Yuen Fat Hong	
Pilot Fish.	6	Stepan.	Brit.	tug.	161	June 21	K. & W. Dock Co.	
Signal.	3	Hundewadt.	Ger.	str.	385	July 17	Siemssen & Co.	Hailow, &c.
Tanais.	5	Fau.	Feh.	str.	1269	July 17	Messageries Maritimes	Yokohama
Trides.	2	Trides.	Ger.	str.	1142	July 17	Siemssen & Co.	Saigon
Velox.	5	Kallen.	Ger.	str.	635	July 17	Siemssen & Co.	24th inst.
Volga.	5	du Temple.	Feh.	str.	1013	July 18	Messageries Maritimes	To-day
Welcomb.	5	Corfield.	Brit.	str.	1323	May 31	Edmund, Bell & Co.	Yokohama & Hiogo
Whampoa.	5	Williams.	Brit.	str.	1100	July 13	Butterfield & Swire	K'loon Dock 24th inst.
Sailing Vessels								
Adam W. Siles.	3	Field.	Amer.	bgo.	1171	July 13	Arnold, Karberg & Co.	
Alert.	3	Nelson.	Norw.	bgo.	104	June 23	Borneo & Co., Limited.	
Allie Rowe.	3	Holland.	Hav.	bgo.	340	June 20	Meo Fock.	
Alumatis.	2	Clapham.	Amer.	bgo.	387	July 19	Butterfield & Swire	
Annie H. Smith.	1	Brown.	Amer.	bgo.	1462	July 9	P. & O. S. N. Co.	
Annie Johnson.	4	Kill.	Amer.	bgo.	1487	July 15	Melchers & Co.	San Francisco
Antonia.	3	Brice.	Brit.	bgo.	321	June 23	Order.	
Bea of Oregon.	2	Matthews.	Amer.	bgo.	1110	June 11	Messageries Maritimes	Philippines
Bell J. Sewall.	3	Ulmer.	Amer.	bgo.	1307	June 1	Douglas Steamship Co.	
Bon-Pan.	2	Saxenhop.	Siam.	bgo.	574	July 2	Chinese	
Columbus.	5	Sauerneich.	Ger.	bgo.	1731	June 22	Borneo Co., Limited.	
Comet.	4	Stegener.	Ger.	bgo.	1080	June 10	Captain	
C. D. Bryant.	2	Colcord.	Amer.	bgo.	929	June 23	Edward Schellhass & Co.	
Else.	2	Hall.	Ger.	bgo.	287	May 21	Edward Schellhass & Co.	
Emma Muller.	6	Katting.	Ger.	bgo.	505	June 26	Order	
Eng Lee.	2	Korck.	Siam.	bgo.	320	June 25	Chinese	
Eric Reed.	5	Whitner.	Amer.	bgo.	678	July 16	Russell & Co.	
Frank Pendleton.	1	Nichols.	Amer.	bgo.	1361	July 16	Order	
Friedrich.	4	Finley.	Ger.	bgo.	505	June 23	Siemssen & Co.	Chafso
G. A. King.	5	Obstas.	Amer.	bgo.	1294	June 21	Arnold, Karberg & Co.	New York
Hattie E. Tapley.	5	Finlayson.	Brit.	bgo.	907	May 31	Melchers & Co.	Victoria, B.C.
Heinrich.	3	Weyhausen.	Ger.	bgo.	1484	June 22	Carlowitz & Co.	Louder
Helene.	2	Behrmann.	Ger.	Sm. sc.	423	June 21	Wiel & Co.	
Highlander.	4	Bucheler.	Amer.	bgo.	1280	May 19	Russell & Co.	
Highland Light.	5	Sceroros.	Amer.	bgo.	1294	May 22	Russell & Co.	San Francisco
Jeremiah Thompson.	5	Williams.	Amer.	bgo.	1004	June 22	Arnold, Karberg & Co.	
John Q. Smith.	3	Poss.	Amer.	bgo.	429	July 13	Captain	
Lady Harwood.	3	Williams.	Brit.	bgo.	381	July 13	Order	
Khorraman.	5	Visser.	Ger.	bgo.	1200	July 3	Order	
Lucky.	5	Reynolds.	Siam.	bgo.	424	June 30	Captain	
Margarita.	3	Sobrido.	Span.	bgo.	265	June 30	Lane, Crawford & Co.	
Montana.	5	Grey.	Ger.	bgo.	75	June 29	Blackhead & Co.	
Mrs. Wray.	3	Vincent.	Brit.	bgo.	162	July 4	Turner & Co.	K'loon Dock
Onatis.	3	McGilveray.	Amer.	bgo.	1074	June 23	Carlowitz & Co.	London, &c.
Ponobosc.	5	Chitpman.	Amer.	bgo.	1007	June 22	Russell & Co.	New York
Perlo.	2	Hansen.	Brit.	bgo.	401	July 18	Chinese	
Raphael.	5	Harkness.	Amer.	bgo.	1445	June 22	P. & O. S. N. Co.	
Reporter.	7	Buyloy.	Amer.	bgo.	1350	June 21	Messageries Maritimes	
R. E. Walker.	5	Gilley.	Amer.	bgo.	1406	May 22	P. & O. S. N. Co.	
Sharpshooter.	5	Horne.	Brit.	bgo.	480	June 17	Gilman & Co.	
Solid.	5	Leson.	Sp. Sm. sc.	527	June 17	Lane, Crawford & Co.		
Star of China.	4	Chan.	Brit.	bgo.	794	June 21	Melchers & Co.	
Stephen.	5	Trompeter.	Ger.	bgo.	1267	May 17	Order	
St. Nicola.	7	.....	Amer.	bgo.	1783	June 21	Melchers & Co.	
Swan D. Bartleton.	3	Chitman.	Amer.	bgo.	842	July 17	Arnold, Karberg & Co.	
W. H. Mett.	3	O'Brien.	Ir.	bgo.	1400	July 18	Gibb, Livingston & Co.	
Wildwood.	4	Dick.	Brit.	bgo.	1640	June 25	Melchers & Co.	
Wm. Phillips.	4	Petter.	Amer.	bgo.	568	June 2	Ed. Schellhass & Co.	New York
Young Sim.	2	Gomard.	Siam.	bgo.	761	June 23	Yuen Fat Hong	

Name.	Rig.	Tons Displ.	Guns.	I.H.P.	Captain.	Where at.
Agamemnon	4 s. turret ironclad	8310	6	6360	Captain Samuel Lee	Port Hamilton
Albatross	composite screw sloop	840	4	840	Commander Chas. Hicks	Hongkong
Adalou <sup>a</sup>	double-screw iron frigate	6010	14	4830	Captain Hugo L. Pearson	Hongkong
Champion	corvette	436	14	2340	Captain A. T. Powlett	Nagasaki
Clematis	corvette	2359	14	2610	Captain H. N. Hyslop	Port Hamilton
Cookshafe	gunboat	458	4	470	Lieut.-Com. H. H. Boteler	Hongkong
Curacao	corvette	2333	14	2640	Captain J. G. J. Hanmer	Singapore
Daring	composite sloop	940	4	920	Commander Davis	Port Hamilton
Esk	double-screw gunboat	360	3	340	Lieut.-Commander Cochran	Hongkong
Espresso	gunboat	430	4	455	Lieut.-Com. H. R. Adams	Singapore
Firebrand	gunboat	450	4	—	Lieut.-Com. D. L. Dickson	Port Hamilton
Flying Fish	sloop	940	4	840	Captain J. P. Maclear	Manila
Glenelg	transport	2900	—	—	Captain Hogg	Hongkong
Hawke	transport	2932	—	—	Captain W. McKennis	Hongkong
India	transport	2633	—	—	Captain C. M. Day	Hongkong
Invincible	conclad	6010	14	4680	Captain Buckle	Singapore
Linnet	double-screw gun-vessel	787	5	1050	Commander Geo. W. Hill	Shanghai
Merlin	gunboat	430	4	430	Lieut.-Com. E. B. C. Brenton	Port Hamilton
Midge	double-screw gun-vessel	465	4	470	Commander Hotham	Hongkong
Pegasus	composite screw sloop	1130	6	970	Commander H. T. Greenfall	Port Hamilton
Penbrook Castle	vapourer	4000	—	—	Captain Harrison	Port Hamilton
Rambler	gunboat	830	—	—	Hon. F. P. Vereker	Shanghai
Rosetta	transport	3302	—	—	Captain Brady	Hongkong
Sapphire	corvette	1370	12	2360	Captain R. G. Kinahan	Hongkong
Swift	double-screw gun-vessel	794	5	1010	Commander A. C. B. Bromley	Nagasaki
Tweed	double-screw gunboat	360	3	340	Lieut.-Com. R. T. Wood	Hongkong
Victor Emanuel	receiving ship	3087	20	—	Commanders Morant	Hongkong
Vigilant	paddle despatch-vessel	835	2	1230	Lt. ut.-Com. Farquhar	On a cruise
Wanderer	gunboat	925	4	750	Captain Orford Churchill	Nagasaki
Wild Swan	composite sloop	—	8	—	Commander John S. Hallifax	On passage to Pacific Squadron.
Wivern	turret-ship	1300	4	1450	Commander Alleyne	Hongkong
Zephyr	gunboat	430	4	530	Lieut.-Com. Chas. K. Hope	Nagasaki

<sup>a</sup> Flagship of Admiral Sir Wm. Montagu Dowl, K.C.B., Commander-in-Chief.

<sup>b</sup> For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Name.	Flag and Rig.	Tons.	Guns.	H. P.	Captain.	Where at.
Abreck	Russian aviso	1684	7	800	Captain Schanz	Nagasaki
Alert	U. S. corvette	841	4	800	Commander G. J. Barclay	Nagasaki
Aspic	French gunboat	450	4	—	Commander de Jonquieres	Shanghai
Atalaie	French frigate	4000	—	—	Commander Tréve	Matsuo
Champlain	French cruiser	1993	—	—	Captain Martial	Hongkong
Chateau d'Aud	French corvette	1200	—	—	Commander Pontois	Keelung
Comète	French gun-vessel	453	—	—	Lieut.-Commander Noirot	Haiphong
Croix du Colombo	Spanish corvette	560	6	3000	Captain de la Motte	Shanghai
Duchaffé	French cruiser	1300	19	—	Commander de Maissaux	Yokohama
Duguay Trouin	French cruiser	3700	14	3000	Captain de Maissaux	Saigon
Enterpris	U. S. corvette	1375	6	900	Commander Barker	Foochoow
Ernaak	Russian transport	1000	4	80	Captain Kolchou	Japan
Gornostai	Russian gunboat	456	6	80	Commander O. W. Starck	Shanghai
Ita	German gunboat	420	4	340	Lieut.-Commander Röger	Shanghai
Kiua	French gunboat	430	—	—	Commander de la Motte	Haiphong
Kerguelen	French corvette	1201	—	—	Commander Fourrier	Pescadores
La Galassanière	French frigate	6700	14	4500	Captain Fleuriat	Formosa
La Perouse	French corvette	2300	—	—	Capt. Mequet	Hongkong
Latin	French gunboat	427	4	100	Captain Duval	Haiphong
Lynx	French gunboat	400	—	—	Commander Bonnaire	Haiphong
Magon	French corvette	2400	—	—	Commander Frech	Keelung
Mélanie	Russian frigate	3000	10	—	Captain Gruenewitz	Nagasaki
Monocacy	U. S. gunboat	1375	6	750	Commander F. J. Higginson	Canton
Morée	Russian gunboat	400	7	80	Commander Molotov	Vladivostok
Nautilus	Austrian gun-vessel	550	—	—	Commander Paul Spetzer	Cores
Nerpa	Russian gunboat	400	7	80	Commander Valronet	Vladivostok
Niely	French corvette	2300	16	300	Captain de Esarte	Saigon
Orphéon	Russian corvette	1100	8	—	Captain Fouchette	Vladivostok
Palmier	U. S. corvette	2100	8	800	Commander McGilnesey	Shanghai
Palé	U. S. gunboat	803	6	600	Lieut.-Com. Thomas Nelson	Foochow
Pluvier	French gunboat	480	—	—	Commander Poidloue	Haiphong
Primauguet	French corvette	2240	—	—	Commander M. Buge	Saigon
Prinz Adalbert	German corvette	3080	14	—	Captain Manning	Nagasaki
Razboindik	Russian corvette	1252	12	—	Captain Hillebrand	Yokohama
Régault de Genouilly	French corvette	2500	15	—	Commander Richard	Pescadores
Réou	French corvette	1700	—	—	Commander Mouton	Pescadores
Saïte	French corvette	400	—	—	Commander W. Monin	Saigon
Sobol	Russian gunboat	400	7	80	Commander Boyle	Japan
Tamara	Portuguese gunboat	410	—	—	Captain Riva	Macao
Terron	U. S. frigate	2300	10	3000	Captain R. L. Plythian	Nagasaki
Triomphante	French ironclad	4173	14	2400	Captain Baur	Nagasaki
Turenne	French frigate	5100	—	—	Captain Dupuis	Pescadores
Vesce	Spanish corvette	1155	—	—	Commander de Emtin J. Batron	Manila
Ville	French corvette	400	16	675	Captain Virioli	Keelung
Vipers	French gunboat	405	—	—	Commander Lapeyrain	On a cruise
Vladimir Monomach	Russian ironclad	5758	4	8000	Commander Poliansky	Nagasaki
Volta	French corvette	1300	6	800	Captain Gigon	Saigon
Vostok	Russian gunboat	—	4	—	Commander Molochouky	Vladivostok

**WATERS:**

Shippers' Names.	Port of Origin.	Destination.
Archos	Brit.	bq.
Chadernagor	Brit.	bq.
<b>CANTON.</b>		
<b>MERCHANT SAILING VESSELS.</b>		
Socchow	Brit.	str.
Estrella	Span.	str.
Milton	Brit.	str.
<b>MACAO.</b>		
Kiang-ping	Amer. str.	Cantao
<b>SWATOW.</b>		
In port on July 14, 1885.		
<b>MERCHANT STEAMERS.</b>		
Fidelio	British	
Kut Sang	British	
Yancheling	American	
<b>AMOI.</b>		
In port on July 11, 1885.		
<b>MERCHANT STEAMERS.</b>		
Benelutha	British	
<b>MERCHANT SAILING VESSELS.</b>		
Batavia	Brit.	bq.
Billy Simpson	Brit.	bq.
Daniel	Ger.	bq.
Guiding Star	Brit.	bq.
H. G. Wappan	Brit.	bq.
Hermann	Ger.	bq.
K. Nilsson	Ger.	bg.
Mary Stewart	Brit.	bq.
Minerva	Ger.	bg.
Nieuline	Ger.	sch.
Theresa	Ger.	bq.
Peihwa	Brit.	bg.
Wilkie	Br. 3m.sch.	
<b>FOOCHOW.</b>		
In port on July 11, 1885.		
<b>MERCHANT STEAMERS.</b>		
Ingeborg	British	
Mennaur	British	
<b>MERCHANT SAILING VESSELS.</b>		
Loong Wha	Brit.	bq.
Minna	Brit.	bq.
Wagrien	Ger.	sch.
<b>SHANGHAI.</b>		
In port on July 11, 1885.		
<b>MERCHANT STEAMERS.</b>		
Fintshire	British	
Fooksang	British	Hongkong
Fuh Wo	British	Hankow, &c.
Glencoe	British	
Kaisar-i-Hind	British	
Kiang-pia	American	Hankow, &c.
Kiang-yung	American	
Kwangwo	British	
Lennox	British	
Peiho	French	Hongkong, &c.
Pookih	British	
Ravenna	British	
Taku	British	
Y-ling	British	
Yorimoto Maru	Japanese	
<b>MERCHANT SAILING VESSELS.</b>		
Chingtaih	Chi.	Laid up
Chi. Watsana	Siam	bq.
Chihyaya Maru	Japan.	bg.
F. N. Thayer	Amer.	sh.
Huanghe	Dan.	bg.
Meridian	Siam.	bq.
Yarles	Brit.	bq.
Wallace	Brit.	bq.

Kanagawa	Maru	Japan.	bq.
Konaki	Maru	Japan.	bq.
Northern Star		Brit.	bq.
Sulitelma		Brit.	bq.
W. W. Otapo		Amer.	bq.
Frolich		Ger.	sch.

**YOKOHAMA.**

In port on July 6, 1885.

Androlde		Brit.	bq.
Angio Tidan		Brit.	bq.
Argos		Brit.	bg.
Brazos		Amer.	bq.
Charger		Amer.	sh.
Francisca		Ger.	bq.
Guam		Brit.	bq.
Isabel		Brit.	bq.
Jessie Tropic		Brit.	bq.
Loiterer		Brit.	sch.
Mary C. Bohm		Ger.	sch.
Omega		Amer.	bq.
Paul Revere		Amer.	sh.
Stoolco		Brit.	bq.
St. Francis		Amer.	sh.
Tobique		Brit.	sh.

**HIOGO.**

In port on June 20, 1885.

Anna Desbree		Ger.	bq.
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Wm. W. Cress Amer. bqs.

**MANTLA.**

In port on June 22, 1885.

Carina	Swed. bqs.
Hindatan	Brit. sh.
Nervion	Span. bqs.
Republic	Amer. bqs.
R. N. Thomas	Amer. sh.

**ILILO.**

J. V. Tremp Brit. sh.

**OEBU.**

Jas. A. Wright Amer. bqs.

**BANGKOK.**

In port on July 11, 1885

Advances	Siam. bqs.
Bua Caeo	Siam. bqs.
Burra Nerol	Siam. bqs.
C. Wattana	Siam. bqs.
Doretta	Siam. hg.
Envoy	Siam. bqs.
Glaelyn	Brit. bqs.
Hoi Cheong	Brit. bqs.
Loochoo	Brit. bqs.
Lonie	Fr. 8m. sc.
Kim Chye Seng	Siam. sch.
Queen of England	Siam. sh.
Rapid	Siam. bqs.
Siamese Crown	Siam. sh.
S. Hamed	Brit. sch.
Ta Hongkong	Siam. sh.
Titchou	Siam. hg.
W. Paterson	Brit. bqs.

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